

BookletChart™

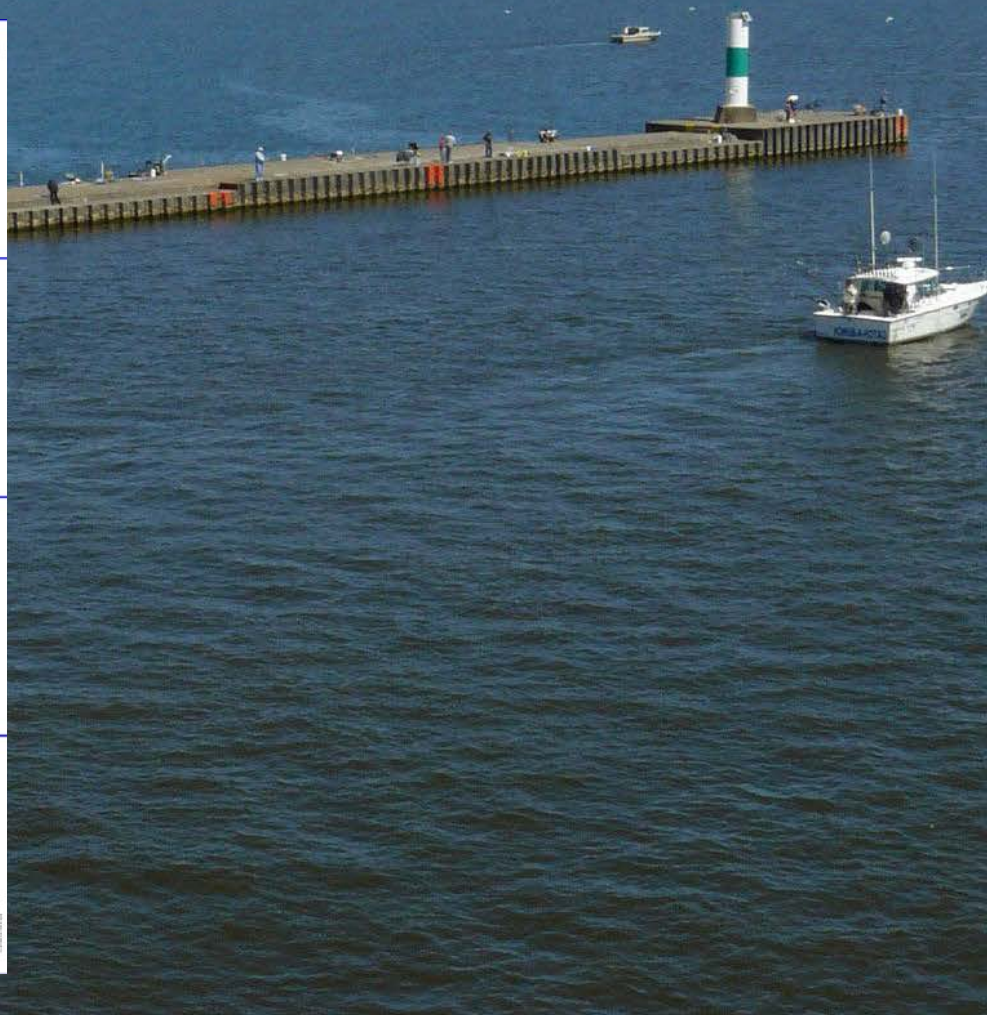
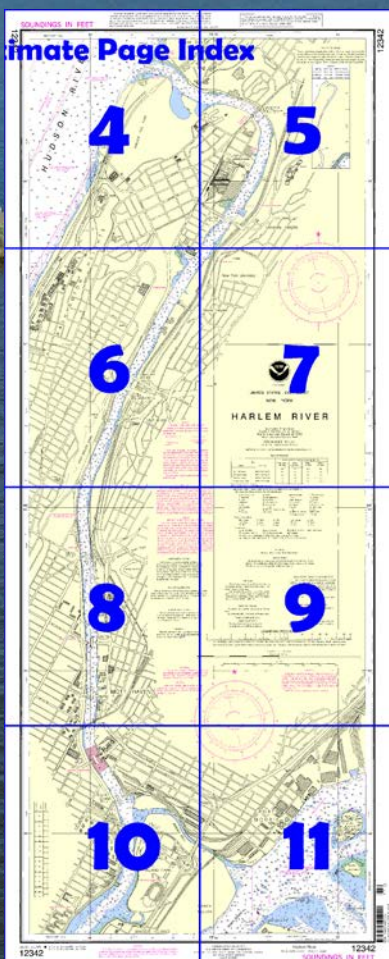
Harlem River NOAA Chart 12342



A reduced-scale NOAA nautical chart for small boaters
When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA**

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

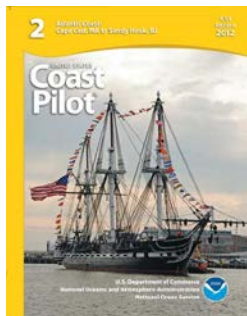
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=12342>.



(Selected Excerpts from Coast Pilot)

Harlem River, which joins East River in Hell Gate between Wards Island and Manhattan Island, extends northward about 7 miles and connects with Hudson River through Spuyten Duyvil Creek. The channel through Harlem River is narrow, tortuous, and navigable only for powered vessels. By taking care to avoid several isolated 11- to 13-foot spots, a depth of about 14 feet can be carried to the Hudson River; the chart is the guide.

Traffic is heavy in Harlem River. Vessels with heights too great to pass under the closed drawbridges should make the passage against the current.

Bridges.—There are more than a dozen draw and fixed bridges over Harlem River. The minimum clearance under closed drawspans is 24 feet except at the railroad bridge over the entrance from Hudson River where it is only 5 feet. Clearance under raised vertical-lift spans exceed 100 feet. (See 117.1 through 117.59 and 117.789, chapter 2, for drawbridge regulations.) Minimum clearances under fixed bridges exceeds 100 feet at the center of the spans.

Four bridges over the Harlem River, the 103rd Street lift bridge, the Triborough lift bridge, the Park Avenue lift bridge, and the railroad swing bridge at Spuyten Duyvil, at 0.1 mile, 1 mile, and 1.7 miles, and 6.7 miles, respectively, above the entrance, are equipped with radiotelephones. The bridgetenders monitor VHF-FM channel 13; call signs KIL-820, KGW-326, and KA-5059, and KU-9797, respectively. The railroad bridge is maintained in the open position except for the passage of trains or for maintenance.

Currents.—The tidal currents in Harlem River run southward from Hudson River to East River while the east-going current is running in Hell Gate; and the reverse. The south-going current in Harlem River is considered the flood. The times of slack water are subject to variations depending upon freshet conditions in Hudson River. The velocity of the current is 2 knots or more in the narrower parts of the channel. (See the Tidal Current Tables for predictions.)

**U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies**

RCC Boston	Commander	
	1st CG District	(617) 223-8555
	Boston, MA	

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



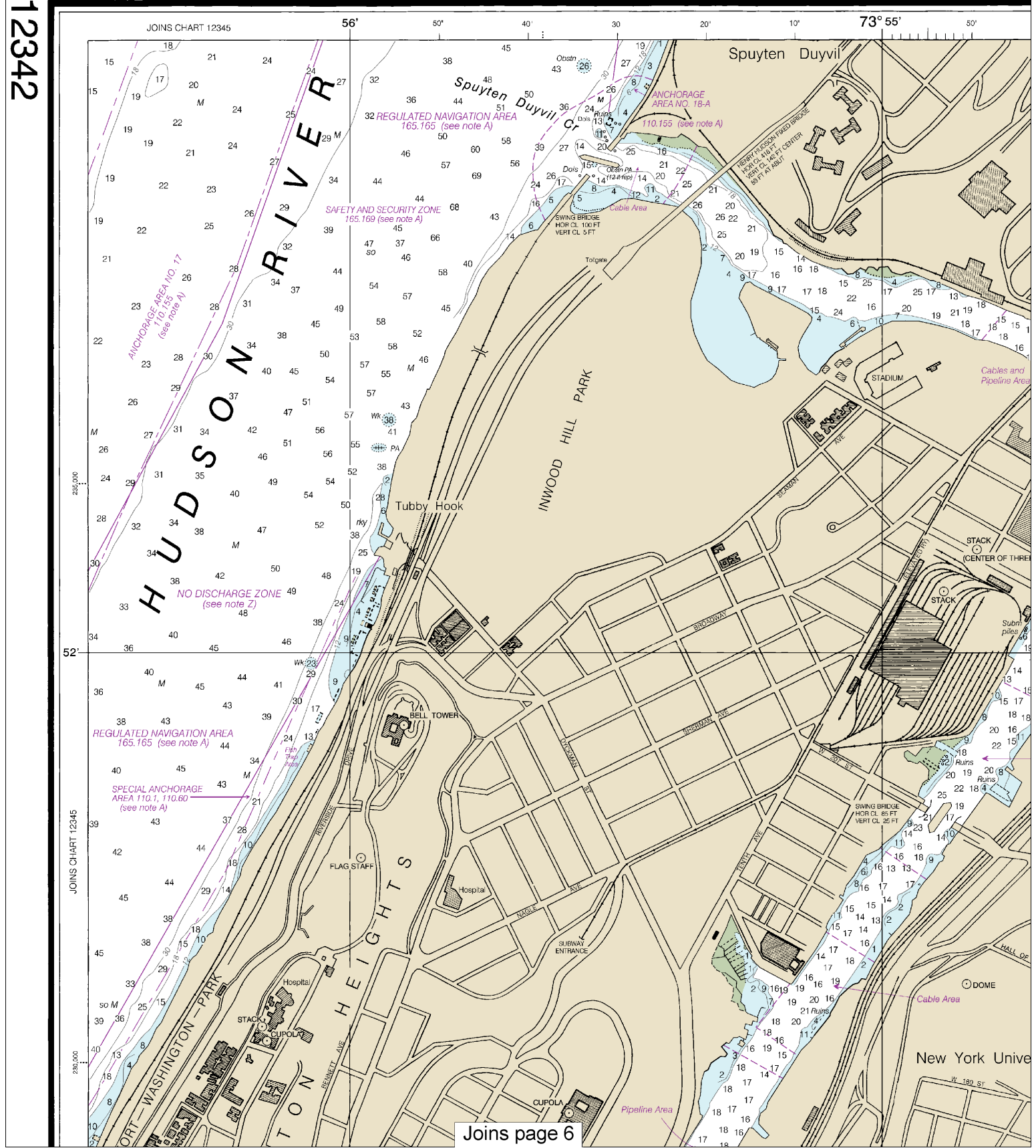
For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>

SOUNDINGS IN FEET

Formerly C&GS 274, 1st Ed., Nov. 1898 KAPP 2231

12342



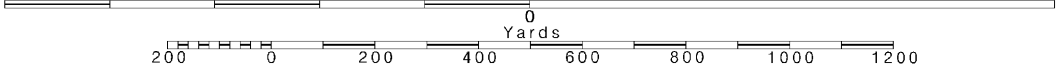
Joins page 6

4

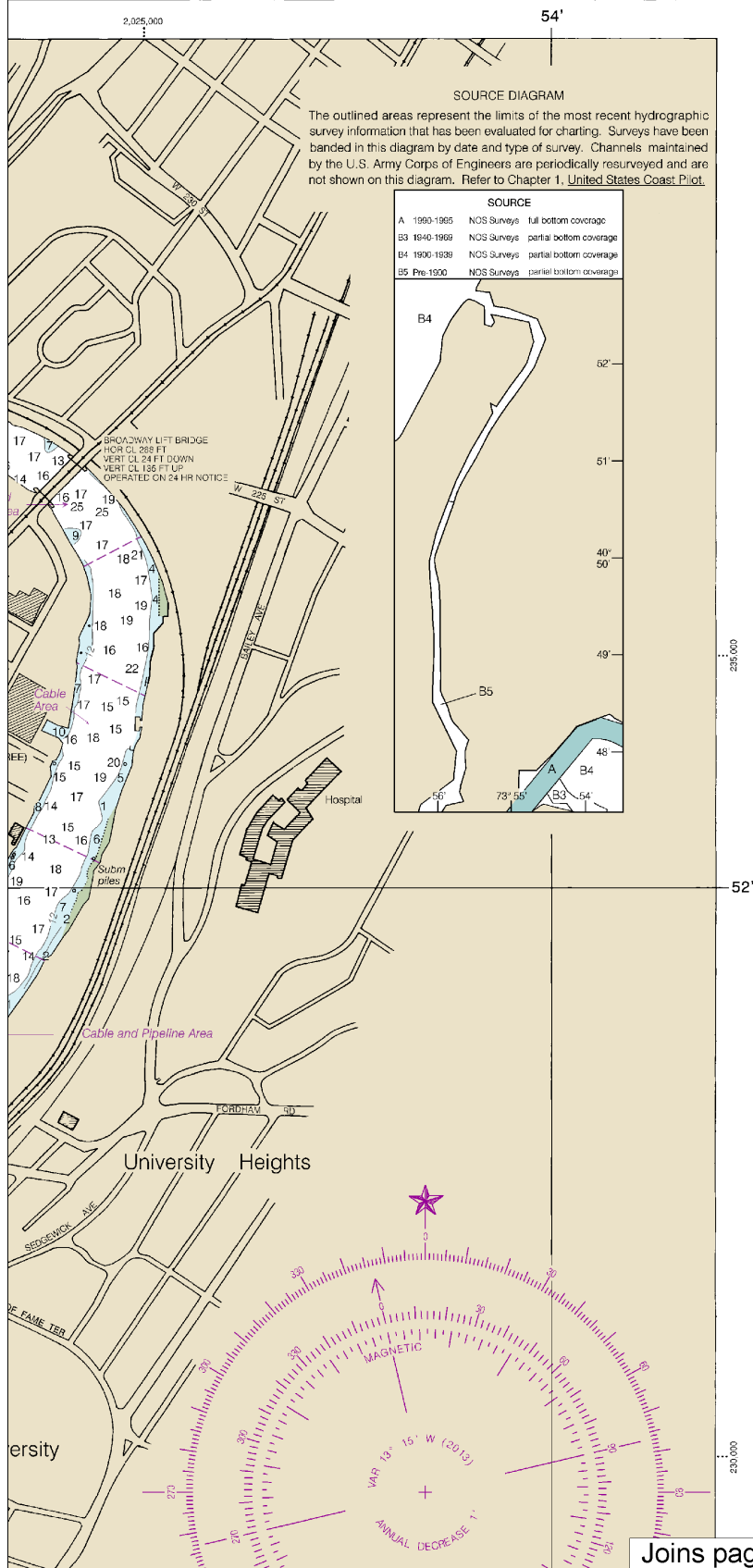
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. — SCALE 1:10,000 —

See Note on page 5.



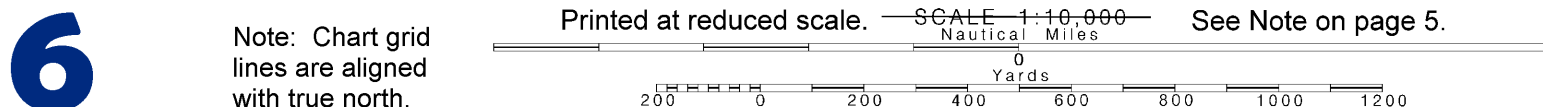
This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.



Joins page 7

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:13333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

Joins page 8



Printed at reduced scale.

See Note on page 5.

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or nighted buoys.

NOTE B

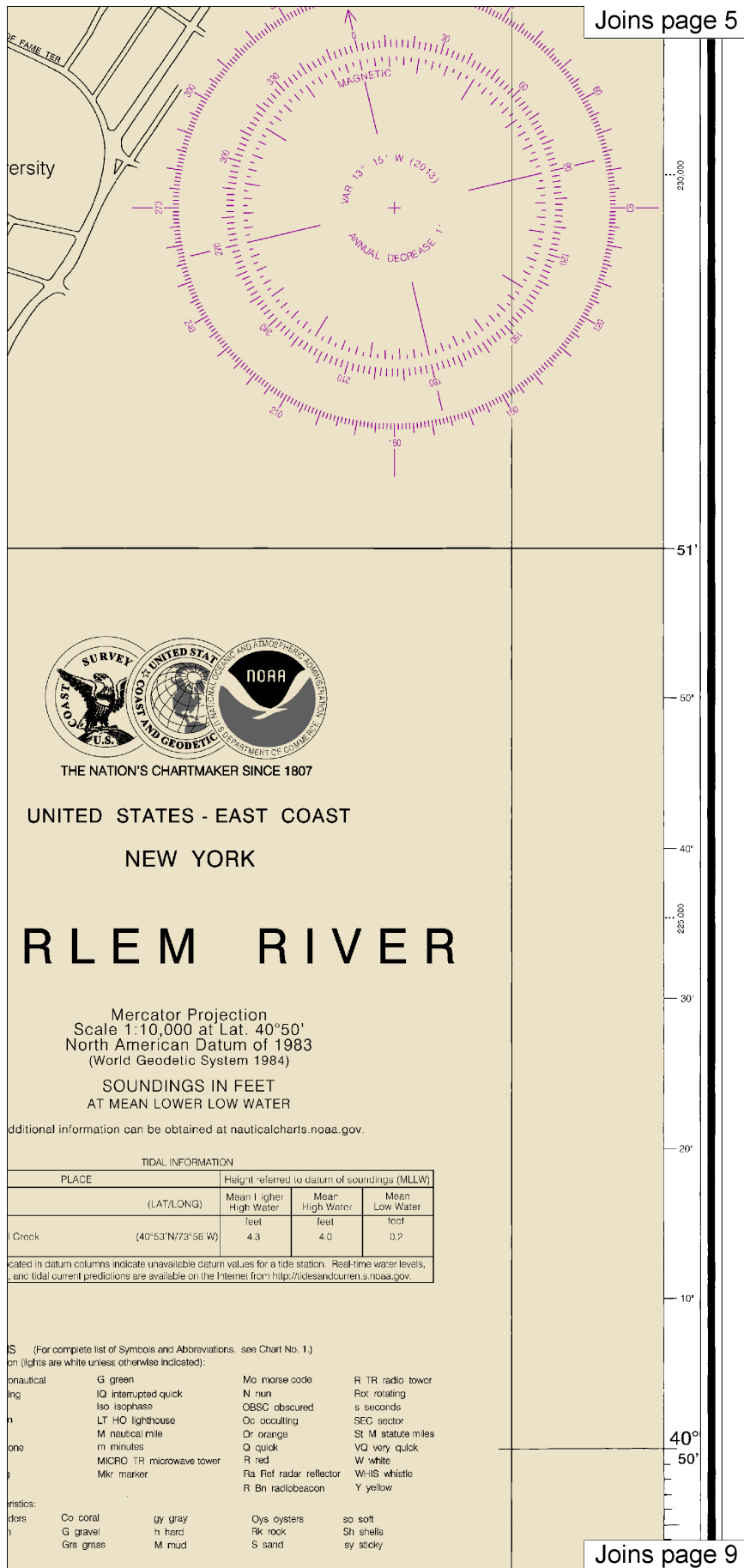
The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in the New York Bay and surrounding areas. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and/or the VTS User's Manual. Mariners should consult these sources for applicable rules and reporting requirements. Although mandatory VTS participation is limited to the navigable waters of the United States, certain vessels are encouraged or may be required, as a condition of port entry, to report beyond this area to facilitate vessel traffic management within the VTS area.

NOTE Z

NO-DISCHARGE ZONE, 40 CFR 140

The State of New York waters in the Hudson River from the Battery in Manhattan to the Federal Dam in Troy are

NAME
Spuyten Duyvil C
Dashes [---] local line predictions, and (Mar 2013)
ABBREVIATIONS
Aids to Navigation
AERO acronym
AJ alternating
B black
Bn beacon
C can
DIA diaphan
F fixed
FI flashing
Bottom characters
Bldg bou/dou
bk broken
Cy clay
Miscellaneous:



NOTE B

The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in the New York Bay and surrounding areas. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and/or the VTS User's Manual. Mariners should consult these sources for applicable rules and reporting requirements. Although mandatory VTS participation is limited to the navigable waters of the United States, certain vessels are encouraged or may be required, as a condition of port entry, to report beyond this area to facilitate vessel traffic management within the VTS area.

NOTE Z

NO-DISCHARGE ZONE, 40 CFR 140

The State of New York waters in the Hudson River from the Battery in Manhattan to the Federal Dam in Troy are designated a No-Discharge Zone (NDZ).

Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.362' northward and 1.511' eastward to agree with this chart.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION

Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus:

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

ABBREVIATIONS

Aids to Navigation

AERO aerobion
AL alternating
B black
Bn beacon
C can
CLA diaphanous
F fixed
FI flashing

Bottom characters

Bkls boulders
bk broken
Cl clay

Miscellaneous:

AUTH authorized
ED existences
JL wreck
(2) Rocks

CAUTION

Temporary changes in navigation are not indicated. Local Notice to Mariners. During some winter months, certain aids may be replaced by other types of aids. See U.S. Coast Guard Light List.

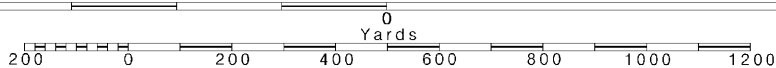
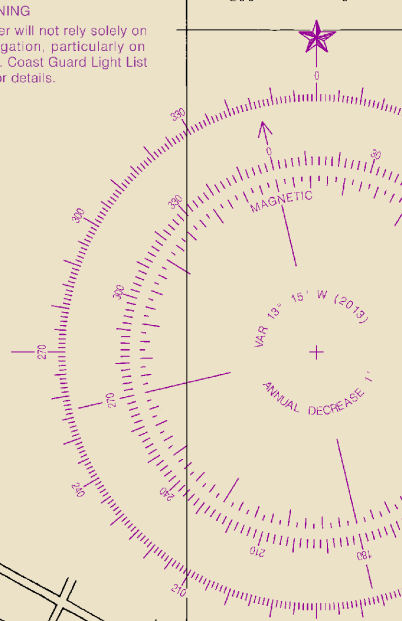
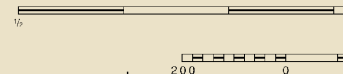
FISH TRAP

Boundary lines of fish traps are shown thus:
Submerged piling marks are shown thus:

PLANE COORDINATES

(based on NAD 83)
The New York State Geographic Grid is shown by dotted ticks at 5,000 feet.

To find SPEED, place one point of dividers on right point on 60 and left point will then indicate speed.



S (For complete list of Symbols and Abbreviations, see Chart No. 1.)

on (lights are white unless otherwise indicated):

onautical	G green	Mo morse code	R TR radio tower
ing	IQ interrupted quick	N nun	Rot rotating
	iso isophase	OBSC obscured	s seconds
n	LT HO lighthouse	Oc occulting	SEC sector
one	M nautical mile	Or orange	ST M statute miles
	m minutes	Q quick	VQ very quick
	MICRO TR microwave tower	R red	W white
	Mkr marker	Ra Ref radar reflector	Whs whistle
		R Bn radiobeacon	Y yellow

istics:

Co coral	gy gray	Oys oysters	so soft
G gravel	h hard	Rk rock	Sh shells
Grs grass	M mud	S sand	sy sticky

horized Obstrn obstruction PD position doubtful Subm submerged

noe doubtful PA position approximate Rep reported

k, rock, obstruction, or shoal swept clear to the depth indicated.

that cover and uncover, with heights in feet above datum of soundings.

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, U.S. Coast Guard, and National Geospatial-Intelligence Agency.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

New York, NY KWO-35 162.550 MHz

UTION

es or defects in aids to navigation are indicated on this chart. See

ts.

r months or when endan-

aids to navigation are

or removed. For details

ight List.

AP AREAS

sh trap areas are shown

ay exist in these areas.

RDINATE GRID

(NAD 1927)

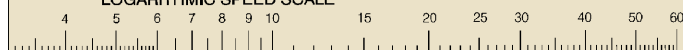
Grid is indicated

000 foot intervals.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

LOGARITHMIC SPEED SCALE



dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place

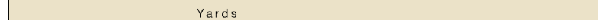
h indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots

SCALE 1:10,000

Nautical Miles



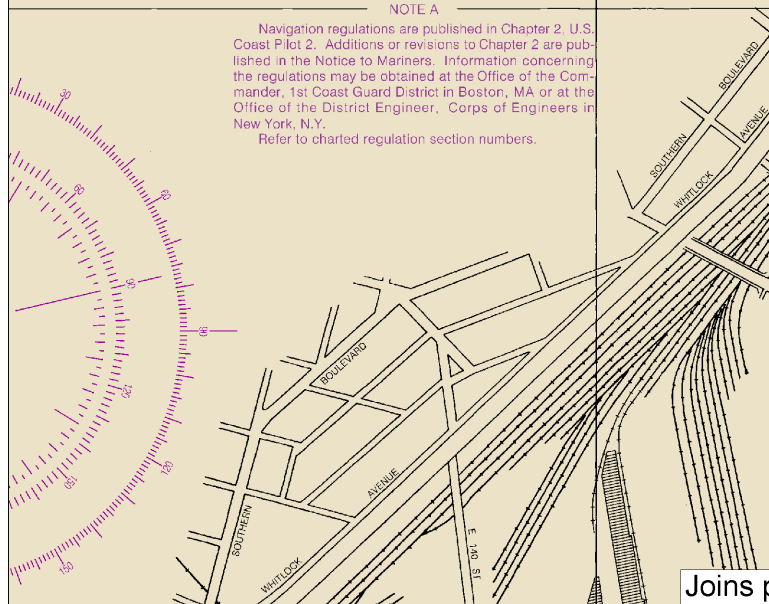
Yards



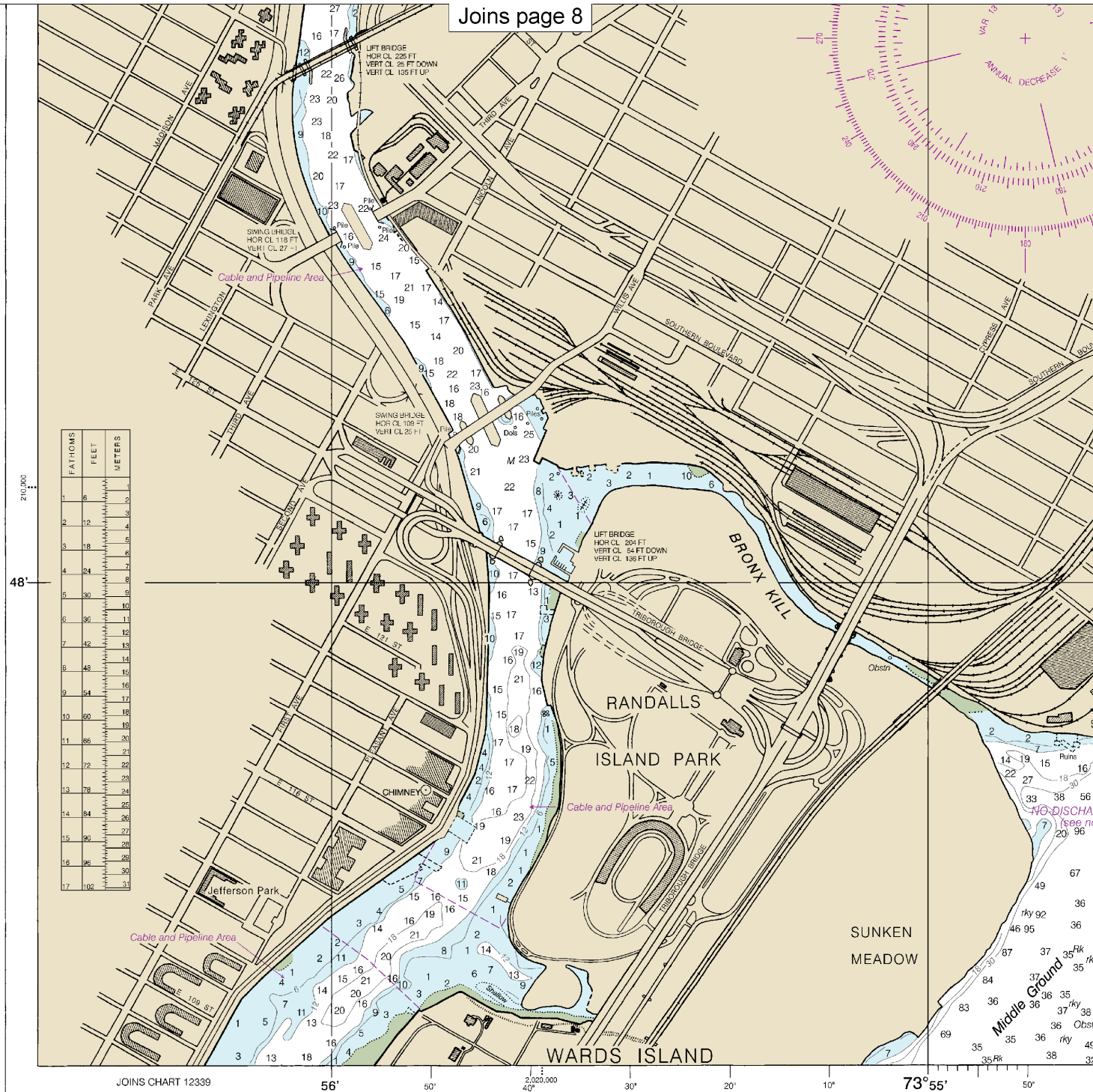
NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 2. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, MA or at the Office of the District Engineer, Corps of Engineers in New York, N.Y.

Refer to charted regulation section numbers.



Joins page 8



24th Ed., May 13

12342

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

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U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

Last Correction: 3/25/2016. Cleared through:
LNM: 2516 (6/21/2016), NM: 2716 (7/2/2016), CHS: 0616 (6/24/2016)

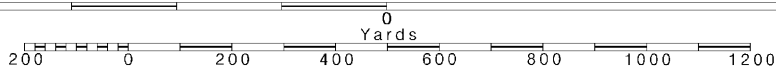
10

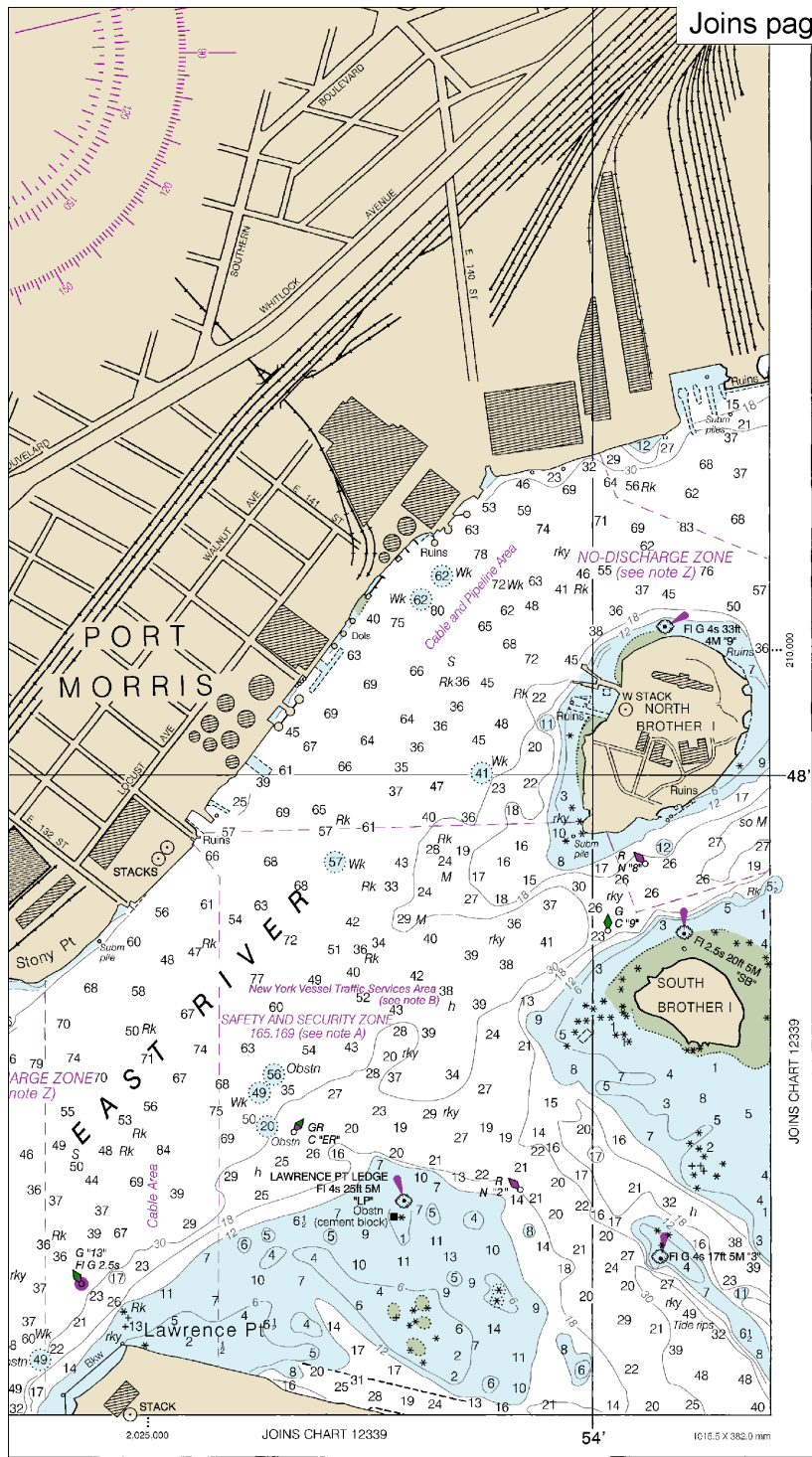
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:10,000
Nautical Miles

See Note on page 5.





ICE
MINISTRATION

Harlem River

SOUNDINGS IN FEET - SCALE 1:10,000

12342

SOUNDINGS IN FEET



VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Interactive chart catalog	—	http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.